

CORRESPONDENCE.

We do not hold ourselves responsible for the statements made, or opinions expressed by our correspondents.

Reply to Teaser.

MR. EDITOR: Will you please allow me a few words in reply to a communication in your issue of Friday last signed "Teaser."

Some believe that such sentiments as "Teaser" expressed are but the erratic views of some irresponsible person and not the general opinion of those interested in cheap labor; while others believe that such views, if not already shared by the majority of the cheap labor men, must shortly in the natural course of events come to be their creed.

The belief expressed in the communication in question, that the islands would be just as well off without white mechanics, excepting such as might be needed to handle heavy machinery and shipwork is the natural outgrowth and result of conditions created by the presence of unbridled servile labor of an alien civilization among us. In a money sense, which is generally the ruling sense, it is literally true that the country, I mean the plantation interests, have little or no need of white mechanics, for the work these whites now do, can be done by coolies at from one-half to one-third the price. In precisely the same sense and to the same extent there is no need for a single white clerk now here, nor for one-half of the salaried whites on plantations, for their places can all be filled in a very few years with intelligent young Chinamen who will gladly do the work, and practically as well, for one-half to one-third the price now paid to whites, and as "Mrs. A." says, without asking for holidays and other objectionable appurtenances of Christian civilization.

The city of Hongkong is a living witness to these facts, a city where not only the clerks but also the heads of departments in European and English wholesale houses are Chinese, and where even ship work in all its branches, which "Teaser" thinks he may still need a white man to do, is done by Chinese at remarkably cheap rates and in a very acceptable manner.

How completely almost all of us become mere parasites as soon as the "country" comes to mean its "sugar interests," is more apparent when one considers that sixty men (some non-residents and the majority of them not American) own an overwhelming majority of the sugar stock in this country, and that the sum total of all the stockholders, big and little, will not exceed six hundred.

Sentiment and association may retain many whites in such a system as ours is coming to be, long after their services could have profitably been dispensed with, but to expect capital in the long run to restrain itself from taking every advantage made possible by the presence of servile labor, is to run a tilt against human nature and every precedent furnished by history, and if capital receives any check at all in its present course at the Islands, it will be caused only by a collision with hostile interests.

The conclusion one must draw from the communication in question is that the whites should attempt to secure a condition of things here by which they will no longer be exposed to the reproach of being useless members of the body politic or else should prepare themselves to pull up stakes when the play is played out. W. A. KINNEY.

Mr. Kinney's Mistake.

MR. EDITOR: In the ADVERTISER of yesterday morning appears a communication from Mr. W. A. Kinney in reply to "Teaser," and I would be obliged for a portion of your space to make a few remarks.

Mr. Kinney having already entered the arena as an anti-Chinese champion, his name at the bottom of his communication does not adversely affect him, so long as he continues to use courteous language; and, for this, I give him all due credit.

In the first four paragraphs of Mr. Kinney's letter there are many haphazard statements, but nothing very much out of the way until the fifth paragraph is reached. In it he states, "How completely almost all of us become mere parasites as soon as the country comes to mean its sugar interests, is more apparent when one considers that sixty men (some non-residents and the majority of them not American) own an overwhelming majority of the sugar stock in this country; and that the sum total of all the stockholders, big and little, will not exceed six hundred."

I have quoted the entire paragraph so that there can be no mistake regarding the meaning sought to be conveyed. The portion of the quotation that I think damages his entire communication is where he states "that sixty men (some non-residents and the majority of them not American) own an overwhelming majority of the sugar stock in the country." Every man who is at all posted in such matters knows that these statements in Mr. Kinney's letter are not facts. His allusion to the majority of the planters not being American, is not only not true; but is also meaningless as to the point at issue, and unfortunate in wounding the feelings of a class of white men that are the prime actors in the anti-Chinese movement which Mr. Kinney professes to champion. The Chinese restriction question is not

affected by the nationality of planters, so long as they are white men; and in Hawaii nei Americans are foreigners the same as are Europeans, while the islands retain an independent government.

I think that the fifth paragraph, to which I have referred, spoils the whole of Mr. Kinney's letter as to facts and intent, and I think he could not have given his subject much study when he wrote his communication. Yours, etc. TEASER'S BROTHER.

Honolulu, Oct. 8, 1889.

Wants to Know.

MR. EDITOR: It is not my purpose to answer Mr. W. A. Kinney's article in the P. C. A. of the 7th, but a statement of his causes some surprise, and if true will be the means of nullifying the endeavors of this Government in their contemplated renewal of the treaty. I have reference to his statement ** "that sixty men, (some non-residents and the majority of them not Americans,) (italics mine), own an overwhelming majority of the sugar stock in this country" etc. Is this true? It must be, for Mr. K. has abundant means of knowing, and if it is true, will the opponents of the Treaty not take advantage of it? Is there not a way to verify this statement or to refute it? Who are the owners of the plantations in this Kingdom? and how much are Americans interested in a renewal of the Treaty, and the expense of a naval force stationed here to guard their interests. L.

Something About Hongkong.

MR. EDITOR: In Mr. Kinney's communication to the ADVERTISER of yesterday morning he says that in the city of Hongkong "not only the clerks but also the heads of departments in European wholesale houses are Chinese, and where ship work in all its branches is done by Chinese."

This statement is so very far from the actual facts that it is almost incredible that Mr. Kinney could have written it in the expectation of its being believed by anyone conversant with the city in question. The island of Hongkong, situated as it is at the mouth of the Canton river, is geographically a part of China and the population is nearly all Chinese, kept in order by about 10,000 British bayonets. The European houses are almost wholly engaged in the export or shipping trade, and the managers and clerks are from the several countries to which the exports are sent. The same houses also import from their respective European countries such goods as they can sell to Chinese retailers; but in the European houses none but the menials and lowest class of clerks are Chinese. An illustration of how a white man could direct a business in which the managers are Chinese can be had by paying a visit to the stores of the principal Chinese merchants of Honolulu.

The visitor would there see at a glance how impossible such a direction would be. The consequence is that white merchants, whether American or European, must conduct their business by the help of white managers and clerks in any country. Of course, there are menial and subordinate positions in all large establishments, which it is sometimes advisable to fill with colored labor; but never in the case of managing clerks or other confidential assistants even in Hongkong, which is practically a Chinese city, so far as population and commerce are concerned, and also as being within the limits of China, two miles from Chinese imperial territory, and in the estuary of a Chinese river.

"Ship work in all its branches" has a wide meaning; but if ship repairing or ship carpentry is meant, white labor is employed on all vessels having white owners. This includes all deep-water and coasting vessels, other than Chinese junks and other native craft.

The political, commercial and social circumstances of Hongkong being so very different from those of the Hawaiian Islands, past, present or future, the example of that city, brought forward by Mr. Kinney, has no relevancy whatever. Hongkong produces nothing. It is little more than a barren rock of about six square miles of area, and is used entirely as a mart for Chinese exports and imports under the direction of the government of Great Britain.

The Hongkong illustration, as given by Mr. Kinney, is so inapplicable and incorrect that it looks somewhat as if its introduction was intended to mislead. Let us have facts and applicable examples. BEEN THAR.

Oct. 7, 1889.

MR. EDITOR: There appears to be a great deal of useless and unnecessary agitation going on in Honolulu just now over extra sessions, amendments and Chinese restriction, and I notice that the parties most prominent in the movement are men who are in nowise affected by the Chinese (except perhaps some of them contemplate going into the laundry business), in fact most of them are not able to hire a celestial as cook. I would like to hear more expressions of opinion from our planting population, men who are interested throughout the country, outside of a few mechanics, storekeepers (and perhaps a few lawyers who have not enough briefs to occupy their time). We hear no complaints about Chinese on the other Islands—in fact at a meeting

of the planters held at Honokaa a few days ago, they expressed their regret at the scarcity of Chinese, and in very strong terms gave it as their opinion that the Chinese are by all odds superior to Japanese. It appears to me while we are making so much fuss about a few Chinese that we are shutting our eyes to a far greater evil and one that in a very few years will be more difficult to handle. I allude here to the enormous influx of Japanese, who are in no respect equal and in a great many instances, inferior to Chinese and are far more likely to drive white labor out of the country than ever the Chinaman was. Let anyone go around the different plantations to-day and take a look into their carpenter shops, and other trades, and he will find five Japs for one white man—a thing never done with Chinese. Again let anyone visit the jails on the islands and he will sometimes find from thirty to sixty Japs locked up for refusing to work—a thing unknown with Chinese. Another great case of complaint against Chinese was that they sent all their money out of the country. Well, just overhaul the money order books in the country offices and it will make your hair stand on end to see the amount of money sent away by the Japs. The country wants no extra session, and a man who could not sit out last session to a finish should not be the first one to call an extra one. The country could much better spare Messrs. Kalua, Dan Lyons, W. A. Kinney and a few more of that class, than it can the same number of hard working Chinese.

ANTI-RESTRICTION.

Honokaa, Hawaii, Oct. 7, 1889.

AMERICAN WEALTH AND RESOURCES.

In extent of territory and sea coast, variety of soil and climate, wealth of resources and general intelligence of her people, the United States stands second to none of the great nations of the earth. And when her commerce shall have reached round the world, and she has a navy to protect it and the people in their homes, she will be a fitting example of the beneficent results of liberty and freedom under a republican form of government.

This conclusion would have been reached ere this had the agricultural interest of the great interior portion of our country been better informed in relation to the effect on their prosperity of liberal provisions on the part of Congress toward our mercantile marine. Had our farmers realized that the building of ships and ship-yards, the opening of a multitude of iron mines, the building of factories and towns to supply distant countries with our manufactured products, and the consequent withdrawal of a large number from overcrowded agricultural pursuits to engage in new enterprises, they would long ago have persisted in demanding of Congress better transportation facilities by sea. In the early history of this country, when the agriculturalists lived near the sea, commerce thrived.

The advent of more commerce and an increased navy means the employment of a multitude of officers, artisans, men of affairs, seamen and common laborers—many of whom may be idle to-day for lack of employment. In fact, there is not a calling at present but what would receive a new impulse leading to better things. And no one can say that rendering ourselves independent as much as possible, and protecting our lives and property, is not in the direct line of duty.

We should have a Permanent Bureau of Navigation to look after the interests of commerce, and check at once any move made by other countries to our disadvantage.

For 300 years England limited her registry of vessels to those built at home—and not till 1849 did she find that permission to register vessels of every class and country was the first grand step towards commercial supremacy.

It is possible that the same results would follow the repeal of our laws requiring vessels in the foreign trade to be built and owned by our people before being registered. It requires time to build and equip vessels, and there is a surplus in the world to-day. These could be bought cheaply, especially after the fiat had gone forth, that in the near future, the United States intended to foster and encourage her merchant fleet.—[Ex.]

A "SUNDOWNER."

That is What Captain Schley Says the Baltimore Is.

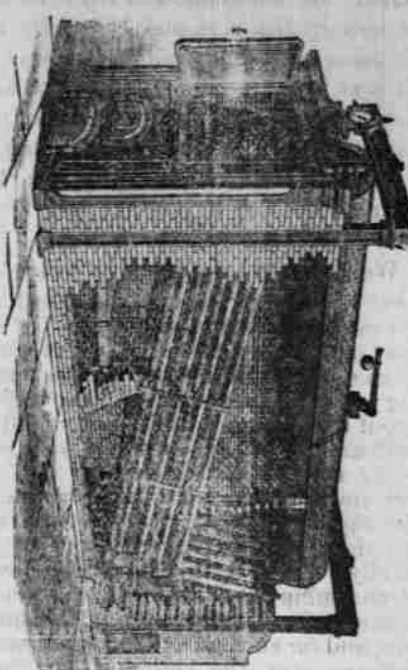
WASHINGTON, Sept. 18.—Captain Schley, recently chief of the Bureau of Equipment and Recruiting and now in command of the new cruiser Baltimore, which made such a successful run last week, was at the Navy Department to-day. He was greeted on all sides with congratulations upon the great speed of the vessel, and assured his friends that there is no better or swifter war-vessel afloat. He said that in his opinion the ship made even greater speed than appeared from the record, for he believed that the patent log, with 250 feet of line on it, was skipping out of the water half the time. He called his ship a "sundowner," and when asked what this meant, he explained that a "sundowner" is a ship that makes such fast speed when she goes west that the sun never sets on her, and there is always daylight on her decks.

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